

* NOTICES *

JP 06 - 32123 U

English version

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CLAIMS

[Utility model registration claim]

[Claim 1] The bridge wall (5) which is parallel to this is established behind a front wall (1). An anterior part reservoir (7) Moreover, prepare a bridge wall (6) in the posterior part of a bridge wall (5), and a cold reservoir (8) is divided. Furthermore, divide the middle of a warehouse room up and down with a shelf board (24 ...), and it leads to up both the corners where head lining (3) of a reefer and a side attachment wall (2) cross in said cold reservoir (8). The regurgitation duct (9) which has the discharge opening (11) of a large number which breathe out cold in the direction which met a side attachment wall (2) and head lining (3) Moreover, it leads to a reservoir (8) through the lengthwise direction duct (14) prepared in lower both the corners where a side attachment wall (2) and a floor (4) cross in accordance with the bridge wall (5). The regurgitation duct (12) which has the discharge opening (13) of a large number which breathe out cold is prepared in the direction along a side attachment wall and a floor. Furthermore, it leads in an anterior part reservoir (7) on the both-sides wall of the upper and lower sides of said shelf board (24), head lining, and a floor line. The van mold refrigeration car characterized by carrying out forced circulation of the cold generated with the evaporator (22) which prepared the inlet duct (15 16, 16', 17) which has the absorption hole (20) of a large number which inhale cold from the direction which met the wall surface, respectively, and was prepared on the bridge wall (5).

[Claim 2] The van mold refrigeration car of claim 1 which prepared the bridge wall (26) in the cross-direction center section of the van mold refrigeration car instead of the shelf board (24), and enabled management of a warehouse room order room at homogeneity temperature.

[Translation done.]

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DETAILED DESCRIPTION

[Detailed explanation of a design]

[0001]

[Industrial Application]

This design is concerned with the suitable van mold refrigeration car for transportation of flowering plants.

[0002]

[Description of the Prior Art]

The conventional van mold refrigeration car forms Evaporator a in the anterior part in a warehouse, as shown in drawing 1, it blows off the cold from Evaporator a from ceiling air duct b by the compulsive fan, and after the cold cools the inside of a warehouse, it is maintained at laying temperature predetermined by the forced-circulation method which returns to Evaporator a through the lower floor ventilation rail c.

In such a van mold refrigeration car, in order to raise transportation efficiency, a shelf board is installed in the middle of a warehouse room, if flowering plants are stacked and conveyed on the shelf board top and a floor line, flowering plants will dry, and there is a problem that the vitality of the flowering plants on a floor line is lost especially. This is for not being equally distributed over each ** into which circulation of cold was divided with the shelf board, and cold to hit direct flowering plants.

In view of such a trouble, these people proposed one solution proposal in previous application-for-utility-model-registration Taira No. 110464 [three to]. As this blew off cold only near the frozen car wall surface and absorbed this from near the wall surface similarly, it was made to carry out forced circulation of the cold. It avoids that make it calm near the core in a warehouse, and cold hits a flowering plant equivalence load directly according to this structure, and enables it to perform soft temperature-of-goods management.

[0003]

[Problem(s) to be Solved by the Device]

This design develops this technique further and it aims at making more not only improvement in transportation efficiency but also the temperature of a warehouse room controllable to homogeneity, and offering a suitable car by transportation of flowering plants.

[0004]

[Means for Solving the Problem]

Establish the bridge wall 5 which is parallel to this behind a front wall 1, establish the anterior part reservoir 7 for a bridge wall 6 in the posterior part of a bridge wall 5 again, and the cold reservoir 8 is divided. Furthermore, divide the middle of a warehouse room up and down with a shelf board 24, and it leads to up both the corners where the head lining 3 of a reefer and a side attachment wall 2 cross in said cold reservoir 8. The regurgitation duct 9 which has the discharge opening 11 of a large number which breathe out cold in the direction which met a side attachment wall 2 and head lining 3. Moreover, it leads to a reservoir 8 through the lengthwise direction duct 14 prepared in lower both the corners where a side attachment wall 2 and a floor 4 cross in accordance with the bridge wall 5. The regurgitation duct 12 which has the discharge opening 13 of a large number which breathe out cold is formed in the direction along a side attachment wall and a floor. Furthermore, it leads in the anterior part reservoir 7 on the both-sides wall of the upper and lower sides of said shelf board 24, head lining, and a floor line. It was made to carry out forced circulation of the cold generated with the evaporator 22 which prepared the inlet duct 16 which has the absorption hole 20 of a large number which inhale cold from the direction which met the wall surface, 16', and 15 and 17, respectively, and was prepared on the bridge wall 5.

Moreover, the bridge wall 26 was formed in the cross-direction center section of the van mold refrigeration car instead of the shelf board 24, and management of a warehouse room order room to homogeneity temperature was enabled.

[0005]

[Example]

some reefers which drawing 2 requires for this design -- it is a notching perspective view. Reefer A consists of a front wall 1, the posterior part door which is not illustrated, both-sides walls 2 and 2, and head lining 3 (drawing 3) and a floor 4, and has a thermal protection structure, respectively.

Behind a front wall 1, a bridge wall 5 is established in parallel with a front wall 1, and the diagonal installation bridge wall 6 is further established aslant ranging over between a bridge wall 5 and head linings 3 behind the bridge wall 5. Therefore, the cold reservoir 8 of 3 corniform is formed for the anterior part reservoir 7 between the bridge wall 5 and the front wall 1 again between a bridge wall 5, the diagonal installation bridge wall 6, and head lining 3.

9 is the regurgitation duct prepared in the interior top corner of a reefer, i.e., the intersection crotched portion of head lining 3 and a side attachment wall 2, and is attained to the back section regio oralis which formed the cross-section L type in nothing and the diagonal installation bridge wall 6 and in which the posterior part door is attached from L die opening opening 10. As for the regurgitation duct 9 which carried out the cross-section L type, many discharge openings 11 are drilled in two end faces of the longitudinal direction.

12 equips nothing and its longitudinal direction both-sides end face with many discharge openings 13 for the cross-section L type like the regurgitation duct 9 of an upper corner by the regurgitation duct prepared in the bottom corner of the interior of the frozen car A.

The front end section of the regurgitation duct 12 penetrates the lower limit of a bridge wall 5, and leads to the lengthwise direction regurgitation duct 14 prepared in the anterior part reservoir 7 side.

[0006]

Next, an inlet duct is explained. Head-lining inlet-duct [which prepared 15 in the head-lining center section], 16, and 16' is a side-attachment-wall inlet duct, and 17 is a floor inlet duct. The front end penetrates a bridge wall 5 through duct 15' (drawing 7) prepared in the lower part of the diagonal installation bridge wall 6, and the head-lining section inlet duct 15 leads to the anterior part reservoir 7. The head-lining inlet duct 15 equips the both-sides side with many intake holes 18.

As for the side-attachment-wall inlet duct 16, the front end has penetrated the bridge wall 5 and the lengthwise direction duct 14.

And it has many intake holes 19 in the vertical side.

The floor inlet duct 17 is formed on a floor line, and the front end penetrates a bridge wall 5 and leads to the anterior part reservoir 7. The floor inlet duct 17 also has many intake holes 20 in the both-sides side.

[0007]

In addition, although it absorbs with a regurgitation duct to four peripheral walls of a floor 4 and the duct was prepared in the head lining 3 of a reefer, the both-sides wall 2, and 2 lists in above-mentioned explanation at them, of course, the purpose of this design can be attained also as a configuration prepares this in three peripheral walls of head lining 3 and the both-sides walls 2 and 2, and it was made not to prepare in a floor. In this case, it is made not to form the floor absorption duct 17 in the regurgitation duct 12 list of lower both the corners where a side attachment wall and a floor cross, or it changes into the regurgitation duct 12 of a cross-section L type, and considers as the configuration which prepared the regurgitation duct of the cross-section rectangle which has an outlet in upper limit in the side-attachment-wall lower part. In addition, when not forming the floor absorption duct 17 in regurgitation duct 14 list, the lengthwise direction regurgitation duct 14 is unnecessary.

[0008]

The lengthwise direction duct 14 prepared in the front both-sides section of a bridge wall 5 is open for free passage with the cold reservoir 8, and is open for free passage with the front end section of said regurgitation duct 12 in the lower part with the opening 21 prepared in the upper part of a bridge wall 5. Since this lengthwise direction duct 14 exists, said side-attachment-wall inlet duct 16 is open for free passage with the anterior part reservoir 7, after penetrating this duct 14.

In addition, in the above-mentioned explanation, although one is hit to the head-lining inlet duct 15, the side-attachment-wall inlet duct 16, and a list with a floor inlet duct, respectively and it was made to prepare in them to the regurgitation ducts 9 and 12, an inlet duct can also be made into two or more depending on the case. However, of course, it becomes the so-called mutual array of the inlet duct and regurgitation duct with which a new regurgitation duct is arranged between inlet ducts in this case. 22 is the evaporator prepared in the rear-face upper part of a bridge wall 5.

[0009]

In addition, although the diagonal installation bridge wall 6 was established and the reservoir 8 was formed in this example, a reservoir 8 can also be formed as a bridge wall which prepared this in parallel with a bridge wall 5. In this case, of course, the lengthwise direction duct 14 prepared in the anterior part reservoir 7 side becomes unnecessary.

Since a level difference is between the regurgitation ducts and inlet ducts which are laid by turns by the warehouse inner circle wall (i.e., between adjoining regurgitation ducts and inlet ducts), it closes so that an inside may become flat-tapped in network steel plate 23 grade, and it is made not to spoil the function as a cargo bay by this.

[0010]

It goes back to drawing 2 , and 24 is the shelf board which divides a warehouse room up and down, and is prepared in the pars intermedia of side attachment walls 2 and 2 at a level with a floor and head lining. And as for the inlet duct 16 of the side attachment wall of a shelf board 24 top, inlet port 19 is formed in the top face among said ducts on the inferior surface of tongue, respectively, as for the inlet duct 16 of the shelf board 24 bottom. the configuration of the regurgitation duct 9 and an inlet duct 16 with the shelf board 24 bottom, the regurgitation duct 12 with the shelf board 24 bottom, and inlet-duct 16' -- the upper and lower sides -- it is symmetrical, and is made for regurgitation airflow and intake airflow to become the same, and proper temperature-of-goods management of each warehouse room has been obtained. Said shelf board 24 is supported by the supporter material 25 which fixed on the side attachment wall, and consists of many shelf boards divided into the cross direction.

Although it is going to maintain the up-and-down warehouse room which forms a shelf board 24 in the vertical direction middle of a warehouse room, and is divided by this to the same temperature in the above-mentioned explanation, thereby, forming a bridge wall 26 in the mid-position before and behind the longitudinal direction of a

warehouse room can also maintain an order room to the same temperature.

[0011]

[Effect]

Form a shelf board 24 in the vertical mid-position of a warehouse room, or a bridge wall 26 is established in the warehouse room order middle. A cold regurgitation duct and a cold inlet duct are adjacently arranged, respectively to the warehouse interior of a room divided into the upper and lower sides or order with this shelf board or the bridge wall. And since it was made to become abbreviation identitas, the temperature of goods of each warehouse room can maintain identically the amount of cold blast breathed out from a regurgitation duct, and the amount of cold blast absorbed from an inlet duct, and thereby, flowering plants can be conveyed to insurance.

[Translation done.]

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DESCRIPTION OF DRAWINGS

[Brief Description of the Drawings]

- [Drawing 1] The sectional view of a well-known van mold refrigeration car.
[Drawing 2] A **** van mold refrigeration car is a notching perspective view a part to this design.
[Drawing 3] The X-X sectional view of drawing 2 .
[Drawing 4] The Y-Y view sectional view of drawing 2 .
[Drawing 5] The C-C sectional view of drawing 4 .
[Drawing 6] The A-A sectional view of drawing 4 .
[Drawing 7] The B-B sectional view of drawing 4 .
[Drawing 8] Another example perspective view of this design.

[Description of Notations]

- 1 Front Wall 2 Side Attachment Wall
3 Head Lining 4 Floor
5 Bridge Wall 6 Diagonal Installation Bridge Wall
7 Cold Reservoir 8 Cold Reservoir
9 Regurgitation Duct of Upper Corner 10 L Die Opening Opening
11 Discharge Opening of Regurgitation Duct 12 Side-Discharge Duct
13 Regurgitation Duct of Bottom Corner 14 Lengthwise Direction Regurgitation Duct
15 Head-Lining Inlet Duct 16 16' Side-Attachment-Wall Inlet Duct
17 Floor Inlet Duct 18, 19, 20 Intake Hole
21 Opening 22 Evaporator
23 Network Steel Plate 24 Shelf Board
25 Supporter Material 26 Bridge Wall

[Translation done.]

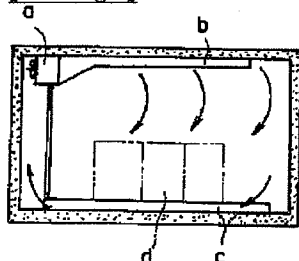
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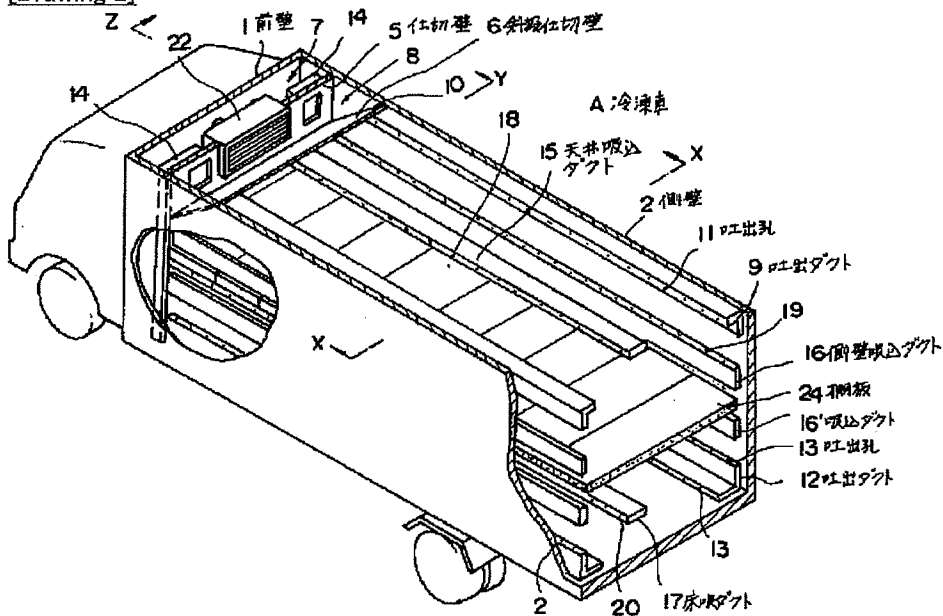
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DRAWINGS

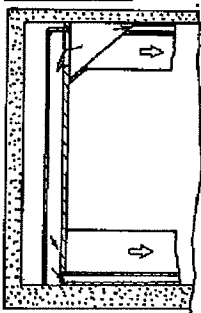
[Drawing 1]



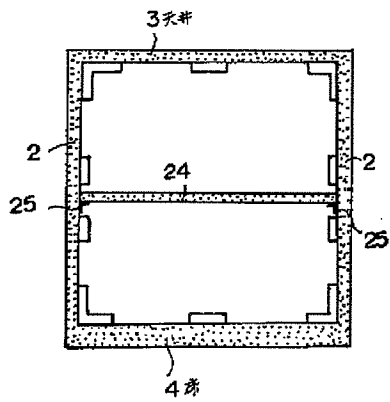
[Drawing 2]



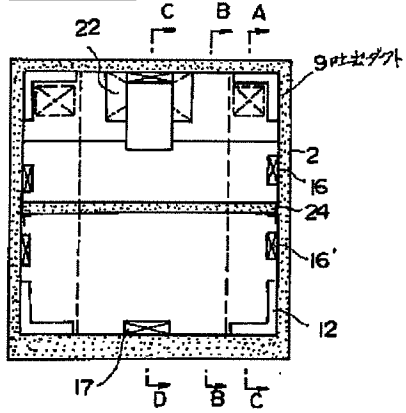
[Drawing 6]



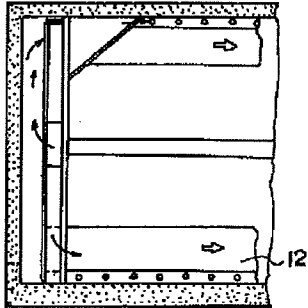
[Drawing 3]



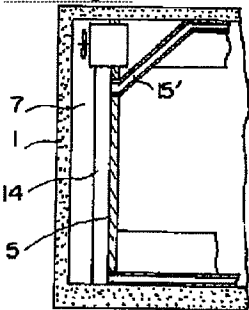
[Drawing 4]



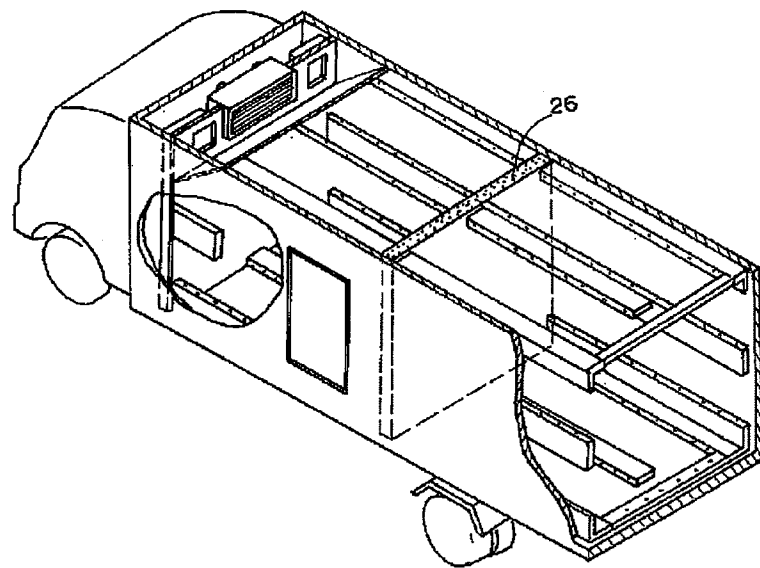
[Drawing 5]



[Drawing 7]



[Drawing 8]



[Translation done.]

(51)Int.Cl. ⁵	識別記号	庁内整理番号	F I	技術表示箇所
B 6 0 H 1/32	A			
F 2 5 D 17/08	3 0 2	8511-3L		
23/06	P	7380-3L		

審査請求 未請求 請求項の数 2 (全 3 頁)

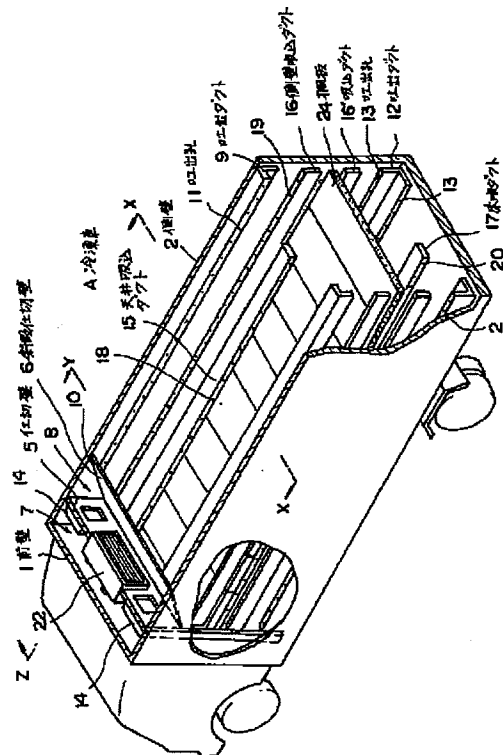
(21)出願番号	実願平4-74456	(71)出願人	000229900 日本フルハーフ株式会社 東京都港区三田3丁目13番12号
(22)出願日	平成4年(1992)10月2日	(72)考案者	西井 宏 神奈川県厚木市上依知字上の原3034 日本 フルハーフ株式会社厚木工場内
		(72)考案者	香川 尚武 神奈川県厚木市上依知字上の原3034 日本 フルハーフ株式会社厚木工場内
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(54)【考案の名称】 パン型冷凍車両

(57)【要約】

【目的】 輸送効率の向上はもとより、庫室の温度をより均一に制御可能にして花卉類の輸送により好適な車両を提供することを目的とする。

【構成】 前壁1の後方にこれと平行する仕切壁5を設けて前部貯溜室7を、又仕切壁5の上部と天井間に斜設仕切壁6を設けて冷氣貯溜室8を仕切り、さらに庫室の中間を棚板24で上下に仕切り、冷凍車の天井3と側壁2の交叉する上部両隅部に前記冷氣貯溜室8に通じ、側壁2と天井3に沿った方向に冷気を吐出す多数の吐出孔11を有する吐出ダクト9を、又側壁2と床4の交叉する下部両隅部に仕切壁5に沿って設けた縦方向ダクト14を介して貯溜室8に通じ、側壁と床に沿った方向に冷気を吐出す多数の吐出孔13を有する吐出ダクト12を設け、さらに前記棚板24の上下の両側壁と天井及び床面上に前部貯溜室8に通じ、壁面に沿った方向から冷気を吸込む多数の吸込孔20を有する吸込ダクト16, 16', 15, 17をそれぞれ設け、仕切壁5上に設けた蒸発器22で発生した冷気を強制循環させるようにした。



1

【実用新案登録請求の範囲】

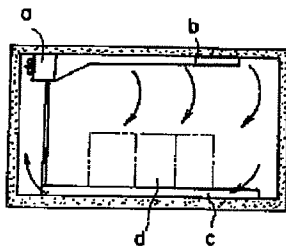
【請求項1】 前壁(1)の後方にこれと平行する仕切壁(5)を設けて前部貯溜室(7)を、又仕切壁(5)の後部に仕切壁(6)を設けて冷氣貯溜室(8)を仕切り、さらに庫室の中間を棚板(24...)で上下に仕切り、冷凍車の天井(3)と側壁(2)の交叉する上部両隅部に前記冷氣貯溜室(8)に通じ、側壁(2)と天井(3)に沿った方向に冷気を吐出す多数の吐出孔(11)を有する吐出ダクト(9)を、又側壁(2)と床(4)の交叉する下部両隅部に仕切壁(5)に沿って設けた縦方向ダクト(14)を介して貯溜室(8)に通じ、側壁と床に沿った方向に冷気を吐出す多数の吐出孔(13)を有する吐出ダクト(12)を設け、さらに前記棚板(24)の上下の両側壁と天井及び床面上に前部貯溜室(7)に通じ、壁面に沿った方向から冷気を吸込む多数の吸込孔(20)を有する吸込ダクト(16, 16', 15, 17)をそれぞれ設け、仕切壁(5)上に設けた蒸発器(22)で発生した冷気を強制循環させるようにしたことを特徴とするバン型冷凍車両。

【請求項2】 棚板(24)の代りにバン型冷凍車両の前後方向中央部に仕切壁(26)を設け、庫室の前後室を均一温度に管理可能とした請求項1のバン型冷凍車両。

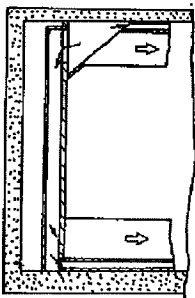
【図面の簡単な説明】

【図1】 公知バン型冷凍車両の断面図。

【図1】



【図6】



2

【図2】 本考案に関するバン型冷凍車両の一部切欠斜視図。

【図3】 図2のX-X断面図。

【図4】 図2のY-Y矢視断面図。

【図5】 図4のC-C断面図。

【図6】 図4のA-A断面図。

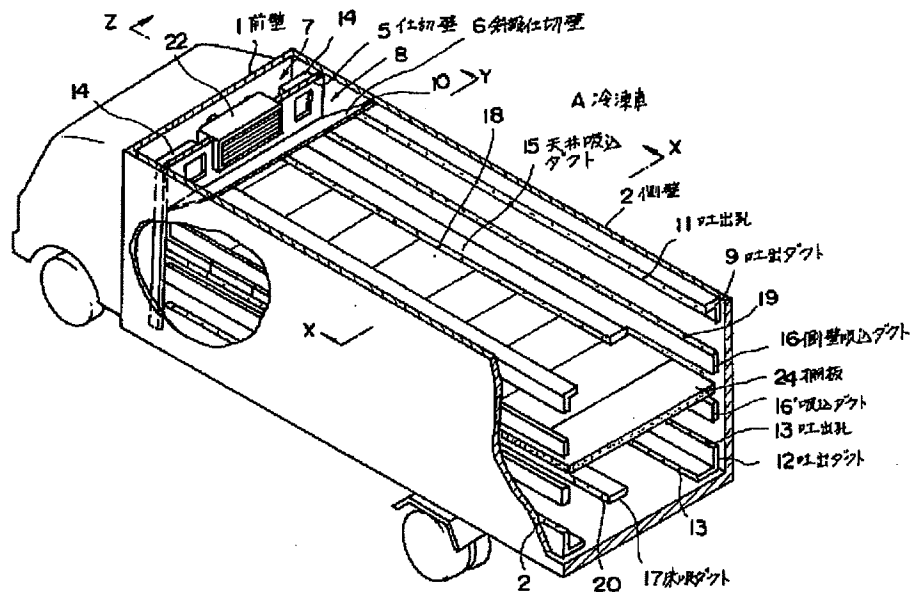
【図7】 図4のB-B断面図。

【図8】 本考案の別の実施例斜視図。

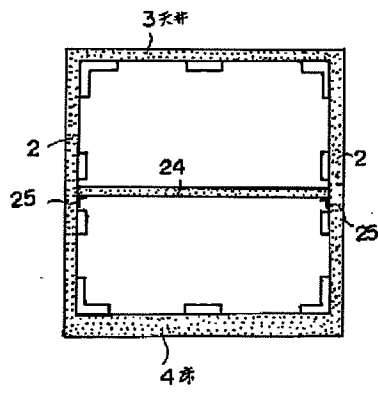
【符号の説明】

10	1 前壁	2 側壁
	3 天井	4 床
	5 仕切壁	6 斜設仕切壁
	7 冷氣貯溜室	8 冷氣貯溜室
	9 (上隅部の)吐出ダクト	10 L型開口
	11 (吐出ダクトの)吐出孔	12 横吐出ダクト
	13 (下隅部の)吐出ダクト	14 縦方向吐出ダクト
	15 天井吸込ダクト	16, 16' 側壁吸込ダクト
20	17 床吸込ダクト	18, 19, 20 吸込孔
	21 開口	22 蒸発器
	23 網鋼板	24 棚板
	25 支持部材	26 仕切壁

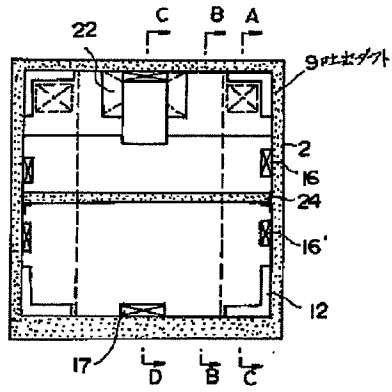
【図2】



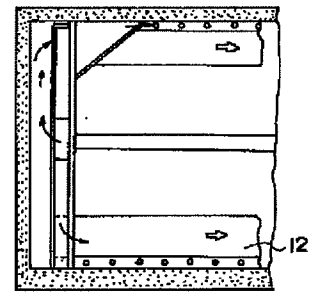
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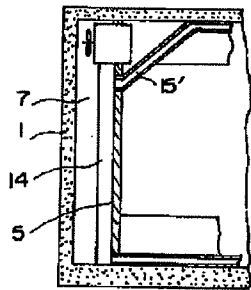
【図4】



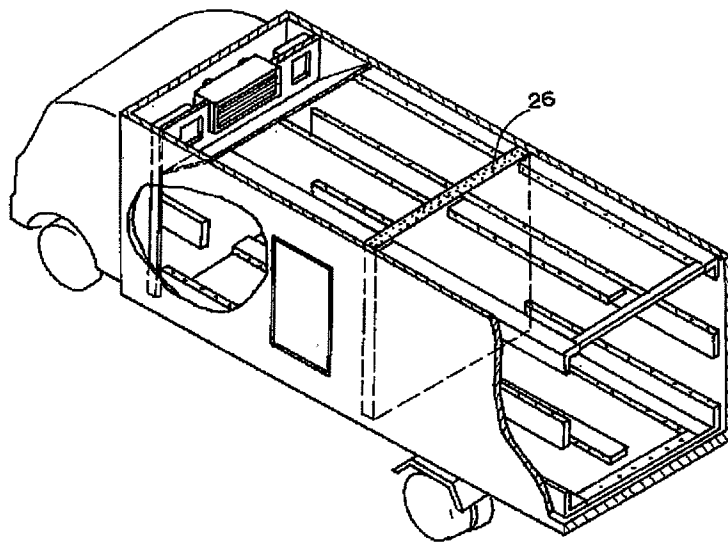
【図5】



【図7】



【図8】



【考案の詳細な説明】**【0001】****【産業上の利用分野】**

本考案は花卉類の輸送に好適なバン型冷凍車両にかかわるものである。

【0002】**【従来技術】**

従来のバン型冷凍車両は、図1に示したように庫内前部に蒸発器aを設け、蒸発器aからの冷気を強制ファンで天井ダクトbから吹き出し、その冷気は庫内を冷却した後下部の床通風レールcを通して蒸発器aに戻る強制循環方式で所定の設定温度に保つようになっていた。

このようなバン型冷凍車両において、輸送効率を向上させるため、庫室の中間に棚板を設置し、その棚板の上と床面上に花卉類を積んで輸送すると、花卉類が乾燥し、特に床面上の花卉類の生気がなくなるという問題がある。これは冷気の循環が棚板で区割された各室に均等に分布されないことと、冷気が直接花卉類にあたる為である。

このような問題点に鑑み、本出願人は先の実願平3-110464号で一つの解決案を提案した。これは冷凍車両壁面近傍のみに冷気を吹き出し、これを同様に壁面近傍から吸い込むようにして冷気を強制循環させるようにした。この構造により、庫内の中心部近傍を無風状態にして花卉類等積荷に冷気が直接当るのを避けてソフトな品温管理を行いうるようにしたものである。

【0003】**【考案が解決しようとする課題】**

本考案はこの技術をさらに発展させ、輸送効率の向上はもとより、庫室の温度をより均一に制御可能にして花卉類の輸送により好適な車両を提供することを目的とする。

【0004】**【課題を解決するための手段】**

前壁1の後方にこれと平行する仕切壁5を設けて前部貯溜室7を、又仕切壁5の後部に仕切壁6を設けて冷氣貯溜室8を仕切り、さらに庫室の中間を棚板24

で上下に仕切り、冷凍車の天井3と側壁2の交叉する上部両隅部に前記冷氣貯溜室8に通じ、側壁2と天井3に沿った方向に冷氣を吐出す多数の吐出孔11を有する吐出ダクト9を、又側壁2と床4の交叉する下部両隅部に仕切壁5に沿って設けた縦方向ダクト14を介して貯溜室8に通じ、側壁と床に沿った方向に冷氣を吐出す多数の吐出孔13を有する吐出ダクト12を設け、さらに前記棚板24の上下の両側壁と天井及び床面上に前部貯溜室7に通じ、壁面に沿った方向から冷氣を吸込む多数の吸込孔20を有する吸込ダクト16, 16', 15, 17をそれぞれ設け、仕切壁5上に設けた蒸発器22で発生した冷氣を強制循環させるようにした。

又棚板24の代りにバン型冷凍車両の前後方向中央部に仕切壁26を設け、庫室の前後室を均一温度に管理可能にした。

【0005】

【実施例】

図2は本考案に係る冷凍車の一部切欠斜視図である。冷凍車Aは前壁1と図示しない後部扉と、両側壁2, 2と、天井3 (図3) と床4とからなり、夫々断熱構造となっている。

前壁1の後方には仕切壁5が前壁1と平行に設けられ、仕切壁5の後方にはさらに斜設仕切壁6が仕切壁5と天井3との間に跨って斜に設けられている。従って仕切壁5と前壁1間との間に前部貯溜室7が、又仕切壁5と斜設仕切壁6及び天井3との間に三角状の冷氣貯溜室8が形成されている。

9は冷凍車の内部上隅部即ち天井3と側壁2の交叉部に設けた吐出ダクトで、断面L型をなし、斜設仕切壁6に設けたL型開口10から後部扉の取付けられている後部門口部まで達している。断面L型をした吐出ダクト9はその長手方向の2つの端面に多数の吐出孔11が穿設されている。

12は冷凍車両Aの内部下隅部に設けた吐出ダクトで上隅部の吐出ダクト9と同様断面L型をなし、その長手方向両側端面に多数の吐出孔13を備えている。吐出ダクト12の前端部は仕切壁5の下端を貫通し、前部貯溜室7側に設けた縦方向吐出ダクト14に通じている。

【0006】

次に吸込ダクトについて説明する。15は天井中央部に設けた天井吸込ダクト、16、16'は側壁吸込ダクト、17は床吸込ダクトである。天井部吸込ダクト15は前端が斜設仕切壁6の下部に設けたダクト15'（図7）を介し仕切壁5を貫通し、前部貯溜室7に通じている。天井吸込ダクト15はその両側面に多数の吸込孔18を備えている。

側壁吸込ダクト16は、前端が仕切壁5と縦方向ダクト14を貫通している。そしてその上下面に多数の吸込孔19を有している。

床吸込ダクト17は床面上に設けられ、前端は仕切壁5を貫通して前部貯溜室7に通じている。床吸込ダクト17も両側面に多数の吸込孔20を有している。

【0007】

なお上述の説明では、冷凍車の天井3、両側壁2、2並びに床4の四周壁に、吐出ダクトと吸い込みダクトを設けるようにしたが、これを天井3と両側壁2、2の三周壁に設け、床には設けないようにした構成としても、本考案の目的を達成することが出来ることは勿論である。この場合、側壁と床の交叉する下部両隅部の吐出ダクト12並びに床吸い込みダクト17を設けないようにするか、あるいは断面L型の吐出ダクト12に変えて、上端に吹出口を有する断面長方形の吐出ダクトを側壁下部に設けた構成とする。なお、吐出ダクト14並びに床吸い込みダクト17を設けない場合には、縦方向吐出ダクト14は不要である。

【0008】

仕切壁5の前面両側部に設けた縦方向ダクト14は仕切壁5の上部に設けた開口21によって冷氣貯溜室8と連通し、下部で前記吐出ダクト12の前端部と連通している。この縦方向ダクト14が存在するので、前記側壁吸込ダクト16はこのダクト14を貫通したのち、前部貯溜室7と連通している。

なお上記の説明においては、吐出ダクト9、12に対し天井吸込ダクト15、側壁吸込ダクト16、並びに床吸込ダクトとそれぞれ1本あて設けるようにしたが、場合によっては吸込ダクトを複数本とすることもできる。ただしこの場合には吸込ダクトと吸込ダクトとの間にあらたな吐出ダクトが配列されるいわゆる吸込ダクトと吐出ダクトの交互配列となることは勿論である。22は仕切壁5の後面上部に設けた蒸発器である。

【0009】

なお本実施例では貯溜室8を斜設仕切壁6を設けて形成したが、これを仕切壁5と平行に設けた仕切壁として貯溜室8を形成することもできる。この場合、前部貯溜室7側に設けた縦方向ダクト14が不要となるのは勿論である。

庫内周壁に交互に敷設される吐出ダクトと吸込ダクトとの間、つまり隣接する吐出ダクトと吸込ダクトとの間には段差があるので網鋼板23等で内面が面一になるようにふさぎ、これによって荷物室としての機能を損うことがないようにする。

【0010】

図2に遡り、24は庫室を上下に仕切る棚板で、側壁2、2の中間部に床及び天井と水平に設けられている。そして前記ダクトの内、棚板24の上側の側壁の吸込ダクト16はその上面に、棚板24の下側の吸込ダクト16はその下面にそれぞれ吸込口19が設けてある。棚板24の上側にある吐出ダクト9と吸込ダクト16と棚板24の下側にある吐出ダクト12と吸込ダクト16'との形状は上下対称的で吐出風量及び吸込風量が同一になるようにされ、それぞれの庫室の適正な品温管理を得るようにしてある。前記棚板24は側壁に固着した支持部材25で支持され、前後方向に分割された多数の棚板で構成されている。

上記の説明では庫室の上下方向中間に棚板24を設け、これにより仕切られる上下の庫室を同一温度に維持しようとしたものであるが、庫室の長手方向前後の中間位置に仕切壁26を設けることでも、これにより前後室を同一温度に維持できる。

【0011】

【効果】

庫室の上下中間位置に棚板24を設け、あるいは庫室の前後中間に仕切壁26を設け、該棚板又は仕切壁により上下又は前後に仕切られた庫室内にそれぞれ冷氣吐出ダクトと冷氣吸込ダクトを隣接して配列し、かつ吐出ダクトから吐出される冷風量と吸込ダクトから吸込まれる冷風量を略同一にするようにしたので、各庫室の品温が同一に維持でき、これにより花卉類の輸送を安全におこなうことができる。